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AROUND THE LAKES.

CLEVELAND.

Captain James Millen of the firm of Parker & Millen, and Mr. Alex. McVittie, secretary of the Detroit Drydock Co., Detroit, were in the city Thursday of this week.

The Globe Iron Works Co. is putting up a new building, 200 feet long, changing furnace and putting up a new "slab," so they can work both furnaces at once.

The Corona is fast approaching completion, she has her engines aboard and one of her boilers and they expect to get the other placed this week. She will be ready for sea about July 15th.

Mr. Williamson, of the firm of Williamson Bros. Philidelphia Pa., manufacturers of the Williamson steam steerer, was in the city Thursday. He is putting one of his engines into the steamer Horace A. Tuttle.

Mr. Ricketson of Milwaukee, who fitted up the Electric belles between master and engineer, and placed his system of signals on the new steamer Northern Light, was in the city Monday. These signals will work the boat if necessary.

The new steamer Pyrotecnic, recently announced in some of the dailies, as being loaded with coal and powder, Cleveland to Milwaukee, has not been heard from since her departure. It is supposed that she is laying by, in some isolated port, waiting for a fourth of July celebration.

Captain McNeff, of the tug Sampson, is so well pleased with his genuine sailor navy flannel shirts, which were made in the shirt factory of Kohn & Co. 213 Detroit street, Cleveland, O., that he wishes to acknowledge it, and recommend them to his friends, because they are made of the genuine U. S. navy flannel.

The launch of the Corona last week, gave evidence that the Globe Iron Works Co. are active in construction. Since the organization of the new firm, the Cambria, Sheffield, Ira H. Owen, Corsica, E. P. Wilbur, Northern Light, and Corona, have been built, making seven large tonnage steamboats, a driving bussiness for one firm, in less than ten years.

The revenue cutter Commodore Perry, made this port Monday afternoon, about 5 o'clock, in command of first Lieutenant Goodwin. She came from Erie and left here Tuesday morning for Detroit, Captain Hendrix, who is at present at Washington doing special duty on the board of ex-commander of cadets, will join her.

The new drydock is progressing as rapidly as possible the work they have already done is considerable. They have succeeded in making the large spot look as if a full grown Kansas cyclone had taken a fall out of it, but Mr. Radcliffe says, as far as they have gone, everything has been favorable, for success he does not anticapate any trouble.

Captain M. M. Drake, general manager of the Lackawanna Transportation Co. was in the city Friday of this week and speaks very highly of the new steamer Lackawanna. He says she has developed one mile per hour more speed and will carry 75 tons more than was anticipated, that she handles remarkably for a boat of that size and that he is more than pleased with her.

At the Cleveland Drydock, they have the new mud scow well along and have now in dock, the tug John Gordon from Ashtabula for a new wheel, and schooner J. G. Masten which will receive five new frames forward 10 strake of plank outside and 7 strake inside and a new breast hook on one side. They have also put a new siphon on the steamer E. M. Peck and some new stringers on the schooner Montana.

The steam yacht Cyclone has, under the careful management of Wm. H. Radcliffe, been converted into a splendid looking excursion craft. She will be used as such at Petosky this season. During the winter and spring has been hauled out, recalked, refastened, and has been fitted out with entirely new upper works, at an expense of about $400. Mr. Chas. W. Casky, her owner, is expected from Petosky daily, to take her up and place her in her route.

The new steamer building at Quayle's Sons yard for Moore, Bartow et al is fast approaching completion and will be ready to launch about one week from Saturday. Some time ago we asserted that her name would be the Ganneymede, but have recently changed the name and will now call her Neosho, while the latter name is not as suggestive as the former, we think it the more appropriate as Quayle,s boats alway take to water as readily as a duck Captain Sherwood will command her.

Napoleon Bonaparte Tovat, a diminutive Frenchman proprietor of a ship supply store formerly an old lake sailor and life saver, who has not ploughed the damp wet main for a score of years, was out to Wade Park last week and while rowing a party of ladies across the water accidentally discovered a compass, he took his course at once from it and after some heavy work with the waves landed his valuable cargo safe and sound. Trust a Frenchman to remember the points of the compass.

The following list is the tonnage of lake vessels steam and sail reported by the bureau of navigation for the week, June 16, 1888: Schooner C. H. Plummer, Sandusky, O., gross 219.43, net 208.46; schooner Frank D. Ewen, Cleveland, O., gross 882.50, net 838.38; schooner Geo. Clinton, Buffalo, N. Y., gross 339.99, net 318.86; steamer Bertie, Detroit, gross 14.75, net 8.4; steamer Chemung, Buffalo, N. Y., gross 2615.30 net, 1943.34; steamer City of Muskegon, Grand Haven, Mich., gross 88.28 net, 83.87; steamer David B. Hill, Buffalo, N. Y., gross 15.62, net 7.8; steamer Northern Light, Marquette, Mich., gross 2476.35, net 1885.14; steamer Servia, Cleveland, O., gross 14.25, net 11.82.

Mr. John H. Miller superintendent of construction for the life saving service is in the city with plans for extensive repairs on the life saving station at this port. The station will be raised a foot, and moved back toward the lake, 13 feet from where it now stands. There will also be an enclosed lookout for the men, which will shelter them from the unnecessary exposure to which they have heretofore been subjected. The lookout station will be moved from the position it now occupies on the building to the extreme east end of the main building, with a stair leading to it from the boat room of the building, as it now is the man on watch has always been obliged to go through the sleeping room of the crew to go on or off the lookout watch. Mr. Lewis Kesty an ex-life boatman, a well known contractor and builder of this city will have charge of the work. The bids are all in for lumber and other material and Tuesday they began to build a temporary shed for the boat's apparatus, while the repairs are being carried on. The station has long needed repairs of this kind; it has been so low that it could never be kept dry, dampness accumulating greatly to the detriment of the health of both keeper and surfman.

Meteorological summary for the week ending June 20, 1888:

Mean actual barometer	29.93
Mean temperature	75.4
Mean humidity	63.4
Total precipitation	.96
Prevailing direction of wind	S. W.
Total wind movement	1121
Av. cloudiness	3 1
Av. state of weather	Fair.
Max. temperature, highest	86.8
Min temperature, lowest	63.0

W. H. HAMMON, Sergt. Signal Corps, U. S. A.

MANITOWOC.

Special to the Marine Record.

During the prevalence of a dense fog at 12 o'clock Tuesday night the schooner Ford River and scow Venture collided when twelve miles from Two Rivers. The Venture's masts were all carried away as was her entire bow, and she sank as low as her load of cedar would permit. The Ford River lost her jibboom, bowsprit, and entire headgear. The Venture's crew of six men were picked up by the Ford River, and were landed here Wednesday afternoon. The ill-fated vessel was also towed to this port.

CHICAGO.

Special to the Marine Record.

The hull of the new passenger steamer built at Saugatuck by Captain John Mar el for Captain Dahlke, of Chicago, arrived Friday morning in tow of the passenger and freight steamer A. B. Taylor of Saugatuck.

Captain Rogers has laid up his new steamer Pilgrim until the fruit season commences; he finds that carrying pine lumber for next kin to nothing is not a paying business, and that carrying hard wood lumber is a great deal worse, as the daily runs so far behind that all the freight is eaten up.

The splendid new wooden steamship Robert Mills, recently built at Robert Mills' ship yard, Buffalo, arrived here for the first time Saturday evening at 8 o'clock from Buffalo with 2,167 tons of coal. Captain P. Kenney is in command; Fred Gilbert chief engineer; Captain Rice, of Buffalo, who owns an interest in her, was on board. She is 271 feet over all, 40 feet 3 inches beam, 22 feet moulded depth; her engine, built by the King iron works, Buffalo, is fore and aft compound high pressure 28 by 48, low pressure 50 by 48, and two boilers of ¾ inch steel 17 feet long, 9 feet 6 inches diameter, built by M. Riter Buffalo. She has an American Ship Windlass company's steam windlass and capstans and the Williamson Brothers' steam steerer; her cabins are fitted up elegantly, mahogany finished, and the captain's cabin is one of the neatest yet most elegant looking cabins on any boat on the lakes; she carries four masts and has a splendid appearance. Fred Gilbert, her engineer, says her engines work perfectly and that she is a good 12 mile per hour boat when full loaded. The Robert Mills brought along on her Captain Fred Pitcher and his wife and a young woman, who was assistant cook, the mate and four men, comprising the crew of the schooner Willie Keller, which collided with the Mills between Little and Big Point Sauble at 8 p. m., Friday night, in a fog and went down, carrying with her a cargo of corn, which she loaded at Chicago for Georgean Bay, she having left Chicago Thursday night. The Keller was owned by Thomas Martin and others of Oswego. Considerable argument is being used here to whom to attach the blame of the collision, both sides claiming to be in the right, and we presume one of our judges will have to decide the question.

The schooner James Mowatt, Captain C. H. Becker, arrived here Sunday at 6 a. m. from Cleveland with coal. Captain Becker reports being in collision with an unknown three mast schooner, ten miles off Two Rivers point, a little north of same, the wind was blowing light and it was very foggy; the Mowatt way by the wind heading south-west by south and was making about 4 miles per hour; the strange schooner was light, running free at about 6 miles per hour; the Mowatt lost her jibboom and square sail yard. Captain Becker hailed the stranger, but could get no reply; he noticed a big hole in her mainsail.

At Miller Brothers' shipyard the schooner Myrtle was in dock for a new stem, the schooner Duncan City to have a leak stopped, the schooner Charlie Marshall for new frames and new plank on bottom, the steamer Josie Davidson for bottom calking, the schooner Skylark for leak stopping, the tug Earnshaw to have stern bearing fixed, the tugs Union, Miller, Ingram and Chicago for general repairs, the schooner White Cloud to have a leak stopped, the steam yacht Thistle for bottom cleaning and overhauling, the schooner Ida is receiving new bowsprit and jibboom, schooner Snowdrop new jibboom.

At the Chicago Drydock company's the schooner Ostrich was in dock for bottom calking, steambarge A. E. Wilds for a new shoe, steambarge D. W. Powers for a new shoe and some new plank and bottom calking, the schooners Wm. Jones, Jura, James Mowatt and G. P. Royce are receiving general repairs.

The three masted schooner Willie Keller, laden with 16,800 bushels of corn, for Midland, was run into by the new steamship Robert Mills at 10:6 o'clock Friday night, twelve miles off the East shore, and about midway between the Little and Great au Sables. The schooner was going north, before a mild southerly breeze, while the Mills was steering due for Chicago. Ten minutes after the crash, the schooner had filled and gone to the bottom, giving the crew of four men, Captain Pritchard and wife, Mate Hughes, and Mary Davidson, the cook, barely sufficient time to get into the yawl and save their lives. As it was, however, due principally to the coolness and heroism of Mate Hughes, no lives were lost except that of the great English mastiff Jerry, so familiar to mariners. The stories told are conflicting, and but for the great dents on the starboard bow of the steamer, proving pretty conclusively that the collision was of the "head to head" variety, it would be difficult to determine just how the accident occured. The Keller at 9 o'clock ran into us amidships and sank. That is all there is to the story. Captain Rice then voluntered the information that the rescued party had all gone ashore and could not be seen. The first man met, however, after Rice had been thanked and left was Mate Hughes. He readily consented to tell the story. We were scudding on a four-mile gait, before a southerly wind in a thick fog, on Friday night. The lake was as smooth as glass, and the wind showed a disposition to veer around to the east. We had been in heavy weather all day, and our fog horn going. When off the Sables I heard the whistle of a steamer. The last blast had died away when I was lifted bodily off my feet. I was standing aft on the taffrail and was almost knocked down the companion-way. I got up hastily and saw that immediate action was necessary. I ordered my men to lower the yawl, which was hanging over the stern on the davits. The Mills had stopped and backed We were hoisted aboard and I had barely gotten over the sides of the steamer when the Keller gave a forward lurch, filled up, and with a mighty roar headed into the sea. Captain Pritchard lost everything he had, including nearly $400 in freight money, a valuable gold watch and his own as well as his wife's wardrobe. The cook managed to save nothing but an old dress. Mate Hughes and men before the mast were equally unfortunate. They were all brought to Chicago. The Keller left Chicago with 16,800 bushels of grain for Midland, on Thursday evening at 7 o clock. She had a rating of B1 in the Inland Lloyds, was built in Oswego in 18871, was ownedd by Pritchard & Martin, of Oswego, and partially insured in lines placed by Keith & Karr. She registered 224 tons.

Thomas Wilson and others of Cleveland owners of the steamship Wallula, the Marine insurance company (limited) of London, and the Union insurance company of Philadelphia filed a libel in the United States district court against the city of Chicago, the North Chicago street railroad company, and the vessel owners' towing company to recover $4,200 damages. The libel cites that the city gave the railroad company the work of erecting a new bridge at Wells street. In its original building of the bridge the city left a stone projecting from the south abutment about five feet under the water. This originally was protected by piles, but these were removed by the railroad company, leaving the projection as a hidden and unknown danger to navigation.

The smaller schooners as grain-carriers were given a severe blow below water-line by the Chicago board of marine underwriters, which refused to write grain in vessels of class A 2½ at board rates. All these risks were referred to general agents of the companies for special rates on each one as offered. Class A 2½ included nearly all the schooners trading this year to Georgian Bay ports and many to Lake Ontario and Sarnia. Up to two years ago the board rates included vessels of B1 class, but they were then served in the same way as A 2½ is now. The tendency is to still raise the classes commanding board rates. The general agents of the companies when here asked an advance on the tabooed class of 20 per cent above the schedule rates, which the board refused to make, and threw the responsibility on the general agents to make their own rates. It is probable the agents will themselves make acout the advance demanded of the board. On the basis of 30 cents per $100 to Buffalo the smaller schooners will be compelled to rebate to the shippers six cents per $100 on cargoes taken at going rates, if the agents hold to the 20 per cent increase.

Proceedings have been commenced by Charles E. Kremer to libel the propeller Robert Mills for sinking the schooner Willie Keller near Big Sauble light last Thursday night. Fifteen thousand dollars will be demanded for the schooner's loss, $6,000 on the vessel and $9,000 on her cargo of grain. The latter was fully insured and the hull partially. It will be charged that the Mills was running at too high speed in a dense fog. The point is identical with the one on which Judge Blodgett held the propeller Lehigh responsible for sinking a schooner in Thunder Bay, May 31, 1887.

The Dunham towing and wrecking company have sent Captain Thomas Johnson wrecking master and a marine diver to Muskegon to raise the sunken steamer Van Raalte. The diver reports a hole in her 12 feet long and 4 feet wide. Pumps will be sent as soon as the hole is patched up. WILLIANS.

ASHTABULA HARBOR.

Special to the Marine Record.

As the L. C. Butts was being towed up the river, she rubbed the bottom too close, and would not mind her helm, running into the American Giant, carrying away the Giant's cathead, breaking her rail and five stanchions, and all her bits forward. The Butts came out of the frams minus jibboom and damazed stem.

Jacob Rutle a fin laborer, in going on board his vessel, made a misstep and fell into the river and was drowned, it happened last Friday the body was recovered Sunday.

The tug James A. Walker, in attempting to bring her three consorts into port without the aid of harbor tugs, made quite a mistake, the last barge in the tow took a slap at everything along the route, picking up the spar and sail of H. J. Patchins fishing smack, and bringing up against the schooner Teutonia. The Comodore was promptly on hand and settled all damage. I have wondered since why all the tugs in port tooted their whistle was it in derision, or just a shout of welcome?

The Kalyuga is being repainted.

The consorts of tug James A. Walker load coal for Heron Bay.

Propeller Fayette Brown loads coal for Duluth.

Maurice B. Grover is receiving a coat of paint, hull below fender strake red.

The Thompson steam shovel at work for L. S. and M. S. rail road is a grand success, biting the chunks out of the claybank with the seemingly fond relish that a colered man bites chunks out of a red ripe watemelon; we timed three shovelsfull per minute.

Schooner Thos. Gawn loads coal for Hancock.

The steamer Tom Adams, a bright, staunch looking boat, out new this spring, is loading coal for Chicago, is also having driving bearing overhauled and other repairs to machinery.

Steamer Onoko is having new chocks, and other repairs done.

Propeller S. E. Sheldon gets a coat of paint.

Propeller Geo. King and consorts load coal for Portage.

F. L. T.

MARINE CITY.

Special to the Marine Record.

The large steam ship owned and controled by Captain Wm. B. Morley, is nearing completion and will soon be launched Captain Morley has spared no expense in building or the construction of this steamship, and we think him deserving of great credit. The steam barge Hollan is under full blast, and Captain Holland says she has got to make about four trips this season. She will be a beauty and splendidly constructed, Mr. Alex Anderson is builder.

The T. S. T. Co. owned by Curtis Co. is about is about ready to launch. She is built to fill the place of the C. H. Brickhead, sold last winter. The new steambarge, built by Captain D. Lester, formerly of the T. S. T. Co., and will be ready for fall trade, will give dimensions of all later.

The river line of steamers are just about getting interested in a seasons opposition, the Darius Cole and steamer Dove taking the lead, the Idlewild and Milton Ward being her opponents. All we want is more boats, whose got them?

The steamer Mary still continues on the Port Huron and Algonac route, and we think she can dust them all yet.

MARITIME LAW.

At a term of the appellate court, begun and held at Chicago, on Tuesday the sixth day of March in the year of our Lord one thousand eight hundred and eighty eight, within and for the said first district of the state of Illinois:

Present Hon. Thos. A. Moran, presiding justice; J. E. Bailey, justice; Wm. M. McAllister, justice; Jon. J. Healy, clerk; C. R. Matson, sheriff.

Continental Insurance Co. of New York city, vs. Cullen C. Allen et al. Filed May 16th A. D. 1888, No. 2755.

This was a suit of appellees against the insurance company, appellant, upon a certificate bearing date November 20th 1884, of marine insurance in the sum of $4,000 upon the hull of the tug Alice E. Getty, subject to the conditions of the company's general hull policy, whereby the defendant insured the plaintiffs on said tug in said sum from November 19th to November 30th 1884.

It appears that at about 8 o'clock on the morning of said November 19 the said tug started on a towing voyage from Muskegon to the port of Pentwater, both ports being upon eastern shore of Lake Michigan, and about 40 miles apart, but connected by direct communication by railroad, telegraph and and telephone: That one Lewis was an agent in the fire insurance business at Muskegon; had been for some five years, and had done business with some of the plaintiffs as such; that on the evening of said November 19th, Allen, one of the plaintiffs, and familiarly acquainted with Lewis, called upon the latter, to have him procure marine insurance upon said tug from that day to the thirteenth of the same month in the sum of four thousand dollars; that Lewis then made an estimate of what the premium should be, informed Allen that it would amount to fifty two dollars, which Allen paid to him.

That about eleven o'clock a. m. November 20th, Lewis by telegram employed the office of one Littlefield, an insurance agent and broker in the city of Chicago, to place said insurance and that between that time and three p. m. several communications by telegraph passed between them, some relative to the premium, but Lewis insisting that the risk should begin on the 19th day of the month; that the business on behalf of Littlefield's office was conducted by Parker, a clerk of the latter; that application having been made by Parker to the agent of the defendant in Chicago of the name of Rispin some time after noon of said day, and the rate of premium being agreed upon, which amounted to sixty dollars, but which was not paid, Rispin made out a certificate, by which the risk was to begin at and from 3:30 o'clock of that day, but that not being satisfactory to Parker, whose instructions were to have it begin on the 19th instead of the 20th he insisted upon the certificate being changed so as to attach on the 19th.; that the certificate was finally so changed by Rispin, but not then delivered.

It appears that the tug met with a disaster about 3 o'clock of the morning of said twentieth of November by reason of violent wind, high sea, and her tow line being carried from the deck and becoming entangled in the wheel of the boat, so that in early morning of that day she was stranded and wrecked upon the beach at said Pentwater.

It appears that after the communication between Lewis and the office of said Littlefield, by which it was ascertained that the premium would be sixty, instead of fifty two dollars, Allen paid to him the difference, but Lewis kept the whole, and no premium was ever paid to defendant, nor was there evidence tending to show that the defendant gave any credit to him in respect thereto. There was no evidence tending to show that Lewis ever was the actual or apparent agent of the defendant company, and upon the latter offering to prove that he was not, the court rejected the evidence.

There was evidence tending to show that the plaintiff Allen knew of said disaster to the tug, and by the exercise of reasonable diligence might have notified the defendant thereof, before said certificate was delivered by Rispin, who had no such notice, and the evidence tended to show that Parker, who acted for and on behalf of plaintiffs in procuring said insurance, had read an account of said disaster to said tug in a Chicago morning paper, before said certificate of insurance was delivered by Rispin, and that he made no mention of it to the latter.

To avoid the effect of such state of things, the plaintiff's counsel asked for and the court gave an instruction to the jury, upon the theory that a valid contract of insurance was effected on the 19 of November, between plaintiffs (through Allen) with Lewis, and the payment of the premium to him, to which the written policy would attach by relation. It reads:—

"The court instructs the jury that if they believe from the evidence that the plaintiffs or some one of them, made application for marine insurance on the tug Alice E. Gotty, to an insurance agent or agents at Muskegon in state of Michigan, on the 19th day November, 1884, and that said agents agreed to furnish said insurance, and that subsequently and on the 20th day of November 1884, the plaintiffs paid the said agents the premium for the insurance covered by the certificate in question, and that afterwards said insurance agents delivered the insurance certificate in question to the plaintiffs, and that at the time of the payment of said premium the plaintiffs had no notice of the stranding of the tug mentioned in said certificate, or that they did not receive notice of the stranding of said tug until it was too late to notify the agent of the defendant of such fact before said insurance had been placed and accepted, then said certificate, although the jury may believe from the evidence that it was issued after the stranding of said tug, still it was binding on the defendant, and the plaintiffs are entitled to recover the amount due thereon, with interest at six per cent per annum from the expiration of sixty days from the time proof of loss was furnished or tendered to the defendant or its agent, together with two thirds of such expenditure and outlay as the plaintiff made or incurred in their attempt to save said tug, provided the jury further believe from the evidence that the immediate cause of the stranding of the said tug was one of the perils insured against, and the tug became in consequence thereof a total loss."

The jury found for plaintiffs, assessing their damages $5,348.47. The court overruling defendant's motion for new trial gave judgement on verdict, from which the latter appealed to this court.

Mc. Allister, J.

If Lewis, at the time Allen applied to him for marine insurance upon the vessel in question, on the evening of November 19th, 1884, and before the loss, had been the agent of the insurance company defendant, and had the actual or apparent authority by a contract of insurance and as such had entered into such contract on behalf of the defendant at that time and received the premium, then such contract would have been binding, although the vessel had been lost intervening that time and that of the making of the certificate of insurance. Perkins vs. the Washington insurance company 4 Cowen 645.

In that case, the policy or certificate, even if not delivered until after the loss would take effect by relation as of the time when the premium was paid and the contract concluded, provided of course, that the certificate or policy, contained no terms inconsistent therewith. Lightbody vs. North American Ins. Co. 23 wond, 18. Jackson vs McCall 3 Cin 75.

It was substantially, upon such a theory of the law, that the instruction given on behalf of the plaintiff, and set-out in our statement of the case, was based, but the difficulty with it is that upon the facts of the case, as they were developed by the evidence, no such rule of law can arise.

In the light of the evidence, Lewis can be regarded only as the agent of the plaintiff. There was no evidence in the case tending to show that he was the agent of the defendant, or that he possessed any authority actual or apparent to make any contract of insurance on its behalf. Not only that, but to repel any inference of that kind, the defendant offered to prove, by direct testimony, the want of all athority on the part of Lewis to act for the defendant, and the trial judge rejecteted it.

If Lewis was the agent of plaintiffs, and not of defendant as we stated, then it is clear that the transaction between him and Allen on the evening of November 19th. at Muskegon, as to which the defendant was in no respect constructively, or otherwise, a party, could have no effect whatever in conferring a right upon plaintiff, or creating a liability as against the defendant.

The instruction was, therefore, a plain misdirection of the jury by the court, and was prejudicial to the defense which the defendant had a right to make, viz; that no contract was consummated with the defendant until the delivery of the certificate of insurance, prior to which the loss occured which was known to plaintiffs and unknown to defendant, and by the former and their agents concealed from the latter. I Parsons on marine insurance, p. 468 and cases in notes.

For giving that instruction the judgement must be reversed, and cause remanded.

Judgement reversed.

Robert Ray, for Insurance Co.

Scuyler and Kremer, for Allen et al.

I, John J. Healy, clerk of the Appelate Court, in and for the first district of the state of Illinois, do hereby certify that the foregoing is a true copy of the final opinion of the said Appellate court in the above entitled case, of record in my office.

In testimony wherof, I have here unto set my hand and affixed the seal of the said Appellate court, at Chicago this 1st day of May in the year of our Lord one thousand eight hundred and eighty eight. JNO. J. HEALY

Clerk of the Appelate court, of the first district.

LITERARY NOTICE.

In the May number of Woman, Julia Ward Howe has a thoughtful paper on "How to extend the Symphathies of Women," in which she shows how true education enlarges the natural limits of feminine character, and urges women to emancipate themselves from intellectual narrowness. The first paper on Woman's Clubs, by Olive Thorn Miller, is finely illustrated with engravings of the prominent members of the Meridian Clubs, which form the subject of this article. Price $2.75 a year. Woman Publishing Co., N. Y.

A sub-committee of the property committee was held last week for the purpose of considering the application of what is known as the "Toronto Dry Dock and Shipping Company," to have their lease of eight acres of the marshes at the Don renewed. The lease was granted in the year 1880 for 21 years at $1 per acre, and an exemption from taxes for ten years, on condition that the company should have the dock completed by January, 1883. In this particular the company failed.

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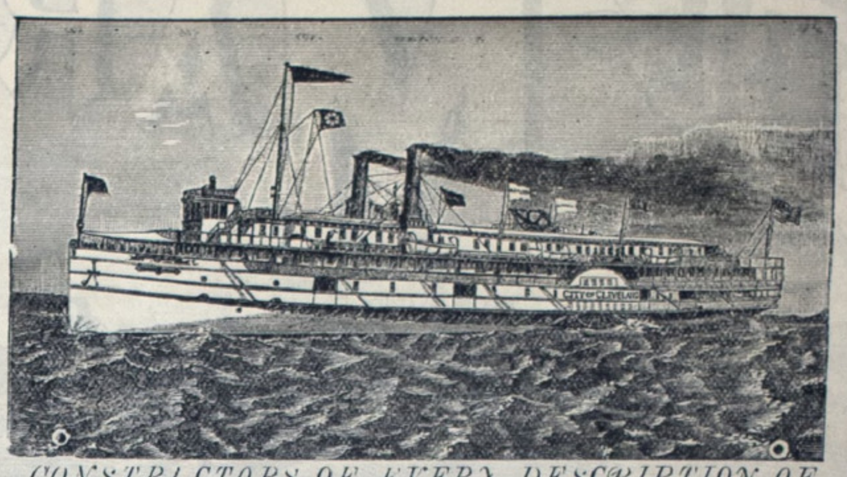

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LEVIATHAN. CAPT M. SWAIN, STATIONED AT CHEBOYGAN
With plenty of Wrecking Material on board and in Warehouse.

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Which Man is the Tallest?
If you measure carefully the figures in this cut you will find that the man who appears the shortest is in reality the tallest. If you will coal your boats at my dock, adjoining S. F. Hodge Iron Works, you will get better dispatch and better COAL than at any other place in the city.
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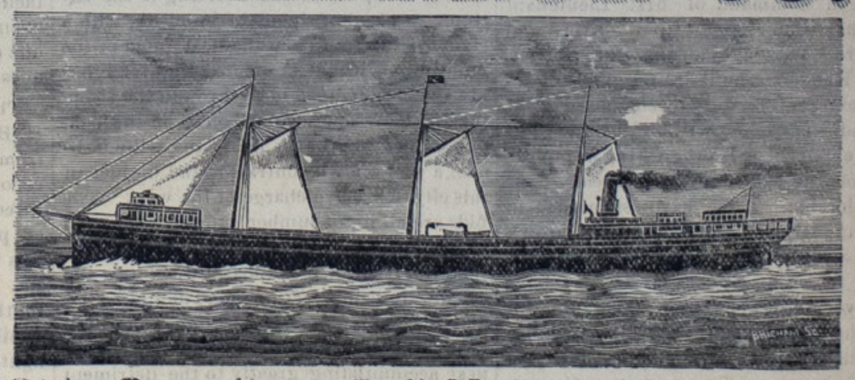

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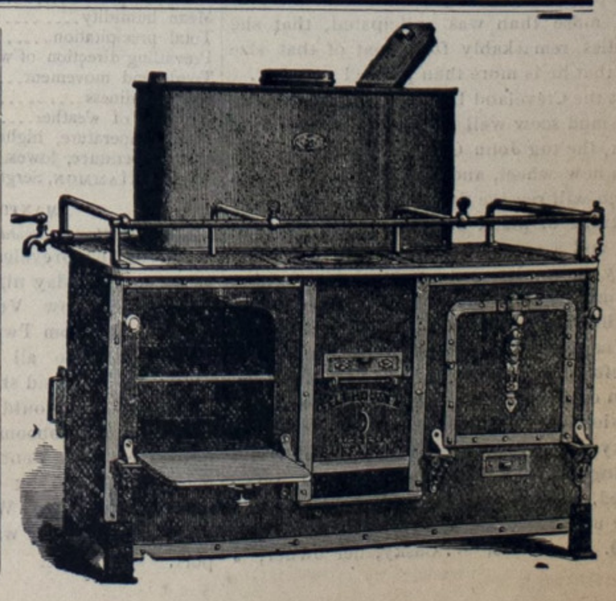

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TAKING THE PLACE OF WOODEN BLOCKS FOR ALL PURPOSES.
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Blowing Engines and Steam Hammers,

AND MILL GEARING AND CASTINGS.

Repairing and Jobbing Solicited. Office on Viaduct.

We take pleasure in announcing that we have purchased the property, business and good-will of the Cuyahoga Steam Furnace Company, and will add to these works, so long and favorably known, a first-class Iron Ship-building Department, with sufficient room and all modern facilities for building two large vessels at the same time, and a Boiler Shop with most approved tools for large work, including Tweddell's Hydraulic Plant for flanging, riveting, etc.

We have associated with us Messrs. H. D. Coffinberry and Robert Wallace, late of the Globe Ship-building Co., and the Globe Iron Works, and Wm. M. Fitch, late of the Winslow Line of Steamers. We have made the following appointments: Mr. O. N. Steele, Assistant Superintendent; Mr. Thomas W. Bristow, late foreman of Wyandotte Ship Yard, Superintendent of Ship Yard; Mr. Quincy Miller, Superintendent of Boiler Shop; Mr. John Stoney, Superintendent of Foundry, and Mr. Jas. C. Wallace, Draughtsman.

We purpose building Iron and Steel Vessels of all descriptions, Marine and Stationary Engines and Boilers, Blowing Engines, Steam Helve Hammers and such other work as our large assortment of patterns eminently qualify us to build, at a minimum price.

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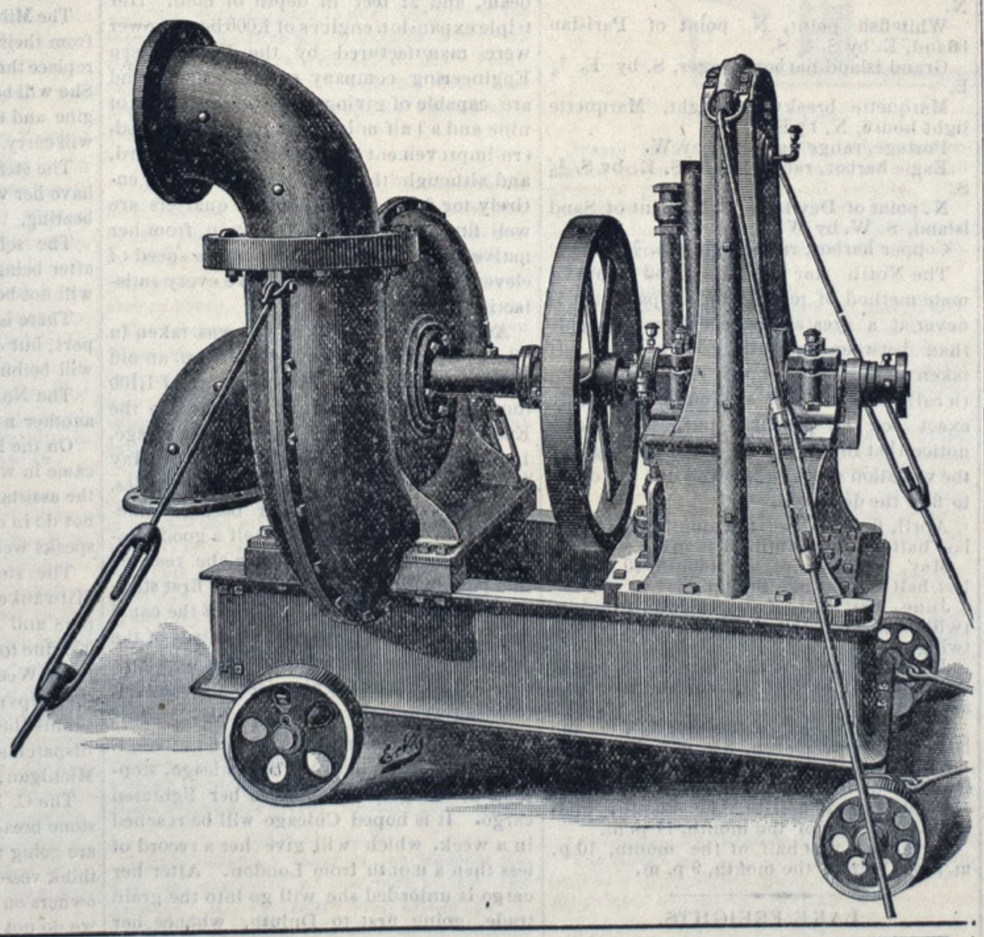

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THE TUG CAL DAVIS—Over all 65 feet, beam 14 feet, depth of hold 6½ feet, draws 7 feet of water. Has boiler allowed 90 pounds of steam, outboard shaft (no engine.) All in good condition. Price, $1,200. For further information address
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FOR SALE, the passenger steamer M. E. MINTER, 13 tons net, 70 feet long over all, 18½ feet beam, 4 feet depth of hold. Engine 10x12, Scotch type boiler 4½x8. She is fully equipped for the passenger business. Terms, $2,000. Address,
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Muskegon, Mich.

FOR SALE.
SCHOONER VERNIE M. BLAKE—For sale cheap Capacity 60 tons; dimensions, keel 55 feet, beam 19 feet 6 inches, depth of hold 5 feet 6 inches.
Address 22 Territt street, Cleveland, O.

WANTED.
A SMALL STEAM LAUNCH. ADDRESS, GIVing size, speed, age in, etc., and bottom price, H. A MURPHY, Bayfield, Wis.

STEAMBOAT FOR SALE.
FIRST-CLASS in every respect. Nearly new. Capacity—400,000 feet lumber, 650 tons of ore, 700 tons of coal, 25 000 bushels of grain, and in addition the best tow boat on the lakes and the most economical of fuel. Present owners no further use for her. Address LUMBER, care of Lowry,
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THE HANDSOME NEW FORE AND AFT SCHOONER W. C. Kimball, built at Manitowoc last winter outfit all new and complete, 65 feet over all, 17 feet 4 inches beam, 4 feet 9 inches hold. Tonnage 31, 49
Apply to A. D JOHNSTON, Manitow, Wis.

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LATE official charts, showing the straight channel, now being dredged, and soundings in bay and river are for sale by
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Price 50 cents by mail.

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SOLE MANUFACTURERS OF
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Steam and Hand Steering Wheels to Order.
Shops ft. of ORLEANS ST., DETROIT, MICH.

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Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building] Cleveland, O.

A. A. POMEROY, EDITOR AND PUB.

BRANCH OFFICE:
252 South Water Street, Chicago, Illinois,
THOMAS WILLIAMS, Associate Editor.

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, O., THURSDAY, JUNE 21.

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[Membership, 1887]

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Ninety-five sail and consort, aggregating.60,089 tons.

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MARINE RECORD—OFFICIAL PAPER.

SCIENCE OF NAVIGATION.

It has been asserted during the last five or six years that the majority of masters of lake vessels know nothing about navigation. We do not like to say that this statement is, to a certain extent true, and that under certain exigencies masters would be entirely unable to navigate their ships. It has long been known that masters of vessels who have not the necessary nautical knowledge, without the aid of familiar landmarks, would not be able to define their ship's position. Neither would they be able to find their bearings in case of fog, snow or storm by purely nautical knowledge. It is possible that some of the masters of lake vessels do not know that they are not navigators in the true sense of the word "to sail," that is the art which instructs them to proceed from port to port, and across the ocean, without the aid of landmarks. That is, should the vessel be a long time out of sight of land, or should any accident befall the chronometer the master, who is not well up in the art of navigation, would not be able to locate his ship, therefore he could not proceed on his voyage with any degree of confidence, because his longitude must be obtained by a lunar, that is, his position between two great semicircles. Now let us ask how many of our so-called mariners understand the science of navigation. It is safe to say that all do not; but it is desirable to all. The first study that masters of lake vessels should turn their attention to during the winter months, after ships are laid up, is that of navigation. After following up this study for some time it will be found very fascinating and will prompt research into its mysteries.

Many of the managers of our line boats have made it a necessary qualification with their masters that they understand the principles of navigation (not of sailing by landmarks) and it would be well if all important owners should adopt the same rules. It is true that to successfully sail the lakes a master must have a knowledge of landmarks and other aids to navigation, but it is equally true that he would be more successful and less liable to disaster if he had a thorough knowledge of the science of navigation without the aid of those landmarks upon which he may rely, (if he can see them.) It is better in all cases that a master has confidence in his knowledge of navigation without the aid of the chronometer, which may not at all times be found satisfactory.

The sun be obscured the stars or the planets can be resorted to for obtaining or determining the longitude by chronometer, and the latitude; but the difficulty of seeing the sea horizon at night throws more or less doubt on all observations made after dark.

The following ranges are magnetic, and the difference between these bearings and the compass bearings will be the deviation of the compass for that position of the ship's head, always bearing in mind this rule: Conceiving yourself at the center of the compass, then if the magnetic bearing is to the right of the compass bearing, the deviation will be easterly, and if the magnetic is to the left of the compass bearing the deviation will be westerly.

Buffalo breakwater light station, Horse Shoe reef light, W. by N. ½ N.

Buffalo breakwater light station, Buffalo light house, E. ¼ S.

Buffalo breakwater light station, Point Abino, W. ⅞ S.

Dunkirk beacon light, Dunkirk light house, W. by N.

Presque Isle pier light, red light on east pier, N. E. ¾ E.

Erie range light, S. W. by W.

Cleveland breakwater light, water work crib, W. ⅓ N.

Colchester reef light house, Middle Sister island, S. W.

Detroit river light stations, Bois Blanc light, N. by E.

Mama Juda light house, Grassy island light house, N. ½ E.

Mama Juda light house, Grassy island light house, S ½ W.

Belle Isle light house, Wind Mill Point light house, N. E. ½ E.

St. Clair Flats lower beacon, upper beacon, old cut, N. by E.

New canal bed, range lights, N. E. ⅜ N.

Presque Isle, harbor, range lights, W. ¼ N.

Point St. Ignace, N. W. end of Mackinac island, N. E. ⅛ E.

Old Mackinac point, McGulpin point, W. ⅛ S.

Waugoshance light house, Skilligalee light house, S. W. by S. ⅝ S.

S. end of N. Fox island, N. end of S. Fox island, W. by S. ¼ S.

S. E. end of S. Fox island, N. W. end of N. Fox island, N. by E. ⅛ E.

N. E. point of S. Manitou, W. side of N. Manitou, N.

S. E. end of N. Manitou, S. Manitou light house, S. W. by W.

S. end of N. Manitou, N. end S. Manitou, W. ½ S.

Chicago pier head beacon light, Chicago light house, W. ⅝ S.

Chicago water works crib, Chicago light house, S. W. ¼ S.

Milwaukee pier head beacon light, Milwaukee light, N. by E. ¾ E.

Bailey's harbor, range lights, N. W. by N. ⅞ N.

N. end of Big Summer island, Detroit point, N. E. by E. ⅝ E.

S. point of Little Summer island, Detroit point, E. by N.

Big Gull island, N. point of St. Martin's island, W. ⅜ S

N. end of Rock island, Boyer's bluff, W. by S.

Pilot island light house, S. W. Point Plum island, N. W. by W. ⅛ W.

Frying Pan island light house, S. end of Pipe island, N.

St. Mary's Fall canal pier head light station, Lake Superior.

St. Mary's Fall canal light station, St. Mary's Fall canal range lights, E. by N. ⅛ N.

Whitefish point, N. point of Parisian island, E. by S. ⅝ S.

Grand island harbor, ranges, S. by E. ¾ E.

Marquette breakwater light, Marquette light house, N. by E

Portage, range lights, N. by W.

Eagle harbor, range lights, S. E. by S. ⅜ S.

N. point of Devil island, N. point of Sand island, S. W. by W.

Copper harbor, range lights, S. ⅝ W.

The North star affords a good approximate method of testing the compass, as it is never at a greater distance from the pole than between ⅛ and ¼ of a point. If taken within one hour of the following (local) time it will be found sufficiently exact for all practical purposes, taking notice that this is a true north bearing, and the variation must be allowed for in order to find the deviation.

April, first half of the month, midnight; last half of the month, 11 p. m.

May, first half of the month, 10 p. m.; last half of the month, 9 p. m.

June, first half of the month, evening, twilight; last half of the month, evening, twilight.

July, first half of the month, morning, twilight; last half of the month, morning, twilight.

August, first half of the month, 4 a. m.; last half of the month, 3 a. m.

September, first half the month, 2 a. m.; last half of the month, 1 a. m.

October, first half of the month, midnight; last half of the month, 11 p. m.

November, first half of the month, 10 p. m.; last half of the month, 9 p. m.

LAKE FREIGHTS.

Freights were active yesterday, especially for coal, and firm with a tendency upward. Ore tonnage was also in active demand at 90c, Escanaba to Ohio ports; the Marquette and Lake Superior rates rule at previous quotations. Coal carriers are in good demond and freight firm at 70 and 75 cents to Milwaukee, Chicago and Duluth, and $1.10 Sandusky to Kingston.

BUFFALO, June 20.—Coal freights steady. Charters: D. J. Foley, American Union, M. I. Wilcox, for Chicago, 90c; Cleveland, E. E. Tyson, W. W. Stewart, Sonora, for Milwaukee, 85c; George Clinton, for Green Bay, 85c; Wahnapitae, for Ashland, 60c; Medora, for Duluth, 70c.

Canal freights were extremely dull and weak. Wheat, 2⅛ and 2¼c; corn, 1⅞ and 2c; oats, 1½c to New York. Lowest rates ever known.

CHICAGO, June 20.—Demand for vessels was rather light and offerings moderate. Rate without quotable change, ranging from 1¼c on oats to 1½c on corn and 1¾c on wheat to Buffalo. Rates to Georgian Bay ports about the same as those quoted to Buffalo. Through rates by lake and canal to New York quoted at 4¾c on corn and 3¼c on wheat.

DULUTH, June 20.—Charters dull at 2c, line boats being principal taken.

THE ROSEDADE.

A strange steamship with all its colors flying passed up the harbor Friday morning, unnoticed by the loungers around the wharves except for the fact that she was a trim looking craft and might be taken for a new boat with sugar from the Indies or an addition to our already large fleet of colliers.

Yet that same steamer is about to do what no other ocean steamship has yet done, and perhaps is the pioneer of a fleet which will revolutionize the grain carrying trade of the continent. It was the Rosedale, a new boat built at Sunderland, in the north of England, in the well known shipbuilding yards of the Sunderland shipbuilding company, and the first steamship which ever cleared from a British port for an inland American port.

There have been instances where schooners of big dimensions have come down the lakes and through canals from Chicago, crossed the Atlantic with grain, and returned over the same route to their homes in the inland oceans of the western continent, and several cases are on record of late years where great steel steamers have crossed the ocean, been divided into two portions here having been especially constructed with that object, gone up the canals in sections and been rivetted at Buffalo or Ogdensburg, and are now plying on the great lakes. Some of this latter class are the Alberta, Athabaska and Campana, running between Owen Sound, Sault Ste. Marie and Port Arthur. to say nothing of several smaller steamers of the same class in the American register.

The fact remains, however, that the Rosedale is the first steamship to cross the Atlantic and go through the canals and lakes to the center of the American great west. Last year Haggarty & Co., well known shippers of Toronto and Buffalo, conceived the idea of building a steel steamship large enough to be of advantage in the keen competition for freights on the lakes yet small enough to pass through the St. Lawrence canals, which are neither deep enough nor have long enough lockage to allow of the passage of regular liners. This spring they gave the order to the Sunderland company. In six weeks the vessel was launched and christened the Rosedale, a compliment to the chief owner's beautiful residence on the shores of Lake Ontario.

She is of steel, 1,050 gross tonnage, 660 tons register, length of keel 180 feet, 56 feet beam, and 21 feet in depth of hold. Her triple expansion engines of 1,000 horse power were manufactured by the Northeastern Engineering company of Sunderland, and are capable of giving an average speed of nine and a half miles an hour. Every modern improvement is to be found on board, and although the Rosedale is intended entirely for freight, the officers' quarters are well fitted up. On her trial trip from her native place to London, she gave a speed of eleven knots an hour and gave every satisfaction.

Arriving in the Thames she was taken in charge by Captain James Robertson, an old Atlantic skipper, and after a cargo of 1,100 tons of Portland cement, consigned to the Empire warehousing company of Chicago, had been taken aboard, she sailed on May 25 on her long trip of nearly 5,000 miles. Stormy weather delayed her passage somewhat, but she proved herself a good seagoing vessel and 20 days later she reached this port, which may be called the first stage of her passage. In consequence of the canal defects spoken of above, two-thirds of the cargo had to be lightered in order to reduce her draft of 14 feet to nine feet, allowing her to pass through the canals.

This was performed Friday and the vessel started Saturday morning for Chicago, stopping at Kingston to restore her lightered cargo. It is hoped Chicago will be reached in a week, which will give her a record of less than a month from London. After her cargo is unloaded she will go into the grain trade, going first to Duluth, whence her trial trip on the fresh water seas will be made. It is the intention of her owners for the present to keep her on the lakes, but another vessel of the same class is being built and it is probable it will be out in time to handle grain of this year's crop.

In the fall the Rosedale will be loaded with grain for an English port, returning in the spring to begin a regular series of trips between the old world and the heart of the new. That is what is contemplated at present and will be carried out if the first trip proves a successful one, which the owners are very confident it will be. But if it should be found that the competition of the railways and regular lines is to severe the Rosedale will be confined to the lakes, in the grain trade.

The experiment is an interesting one and will be watched eagerly on both sides of the Atlantic. If successful it will revolutionize the grain carrying trade of this continent and may lead to the establishment of an inland fleet of international grain carriers.
—*Oswego Daily Times.*

The shipping clerks of Detroit gave a very pleasant and successful excursion Tuesday on the City of Detroit; about 900 persons went to Put-in-Bay and had a very enjoyable time.

[*Around the Lakes Continued from 1st Page.*]

MILWAUKEE.

Special to the Marine Record.

Marine news is getting scarcer than thousand dollar bills and I won't be able to give you as long a letter as formerly.

Wolf and Davidson have begun the erection of a new barge of 60,000 bushels, capacity and have it nearly in frame. The boat will probably be finished by the 15th of August. Sheriffs will furnish the machinery, which will consist of a 20 by 36 by 30 steeple compound. She will have two boilers 7 by 13 furnished by the Lake Erie boiler works.

Wolf and Davidson are making some extensive improvements by putting in a battery of three boilers to furnish steam to their extensive plant.

The Milwaukee ship yard company have the Omaha No. 2 well under way and expect to have her in the water in the course of sixty days.

The Milwaukee tug company's new barge, building at Sheboygan, has her machinery all in, and will probably be ready for business by August 15th.

The new barge May Durr came in to have her stack lengthened. This boat has made a maiden trip of 2300 miles without having to stop for repairs or hot journal, which is considered a remarkable performance. The new boat Lackawanna was in port but I was unfortunately not able to see her.

Very few of our boats are making any money this year (so they say), but hope to do better soon. Lumber as well as all other freights are demoralized with very little prospect of improving. Thanks to our tariff tinkerers at Washington.

The Chicago Tribune is responsible for a report to the effect that a company has been formed to build two of the finest steamers afloat, to form daily line between Milwaukee and Chicago. I hope it is true as it is surprising that it was not done before and there is no doubt that such a line will pay, provided the time is fast and fare reasonable.

There is also some talk of one of our railroads building a line of steamers to carry freight east across the lake and obviate the delay of sending it via Chicago.

Boat receipts continue large and it looks as if they would increase.

Sheriffs works report business in their line good and are shipping wheels every day. They shipped a 22 by 26 high pressure engine for the new boat building at Manitowoc for Messrs. Hart Brothers of Green Bay, also one of the new style wheels for same.

The Milwaukee ship yard company launched from their yard Saturday a new sand scow to replace the Josephine, wrecked some time ago. She will be propelled by a 16 by 18 upright engine and 6 foot wheel, built by Sheriffs and will carry about 220 yards of sand.

The steambarge Inter Ocean was in dock to have her wheel tightened and repairs to stern bearing.

The schooner Monguagon left last week after being repaired. The cost of the accident will not be far from $7000.

There is some talk of two new tugs at this port; but cant state positively as to when they will be built.

The Northwest fuel company are building another new shed at their lower dock.

On the last trip here the steamer Owego came in winded herself and went out without the assistance of tugs, which I claim she can not do in any other port on the lakes. It also speaks well of the ability of Captain Robinson.

The steamer City of Huron, which left Milwaukee Monday without clearance papers and leaving behind claimants for $25,000 due for repairs and outfitting, was heard from Wednesday. when Wolf & Davidson, the shipyard proprietors, who have a claim against her of upwards of $15,000, received a dispatch stating that she had put into port at Michigan City. She will be attached.

The C. N. W, railroad are about to build a stone breakwater north of the north pier and are going to do it without any permission. I think vessel owners at this port and property owners on the lake shore ought to protest as we do not want our fine lake port obstructed by an unsightly railroad yard petween it and the lake.

J. A. S.

PORT HURON.

The barge Simpson passed down Friday bearing a handsome Cleveland and Thurman flag.

The hull of the burned propeller Arizona is at Dunford & Alverson's yard being converted into a barge.

The schooner Wm. Young was fined $500 at Point Edward Thursday for violation of the customs regulation.

Nearly all sail vessels tow now, tugs taking them through from port to port for a small advance on river tow bills.

The Cleveland line of steamers will make their regular excursion rates at one fare for the round trip on all divisions.

On Monday evening Thomas Fowler left for Buffalo with sixteen hydraulic jacks, which will be used in lifting the propeller Saginaw Valley, which is fast on the ways at that place.

BUFFALO.

The big Canadian barge L. Hotchkiss, which was the largest lumber-carrier on the lakes before the days of the Wahnapatie, came in Thursday with her masts gone and considerably wrecked generally, the result of a storm on the way down from Georgian Bay. She did not lose any of her lumber.

Superintendent Dobbins on Thursday closed a contract with Haas & Hibbard to build the new lookout tower at the life-station. It is to be of wood, and will cost $695. The contractors are to erect it in 35 days. A telephone is to be put in at the life-station in a few days and Superintendent Dobbins promises soon to be prepared to report the arrival and departure of all vessels on the exact time of their movements. This will be a great addition to the marine reports, as the custom-house lists are very far out of the way in regard to time. Vessels often fail to report till they have been here a day, and also clear, if they choose, as soon as they arrive.

The schooner H. D. Alverson, from Chicago, was 369 bushels short on her grain cargo. Her steamer, the Oregon, had 60 bushels wet. There is, of course, any amount of hard feeling over the big shortage, particularly as the propeller Gilchrist owned by J. C. Gilchrist of Cleveland, was lately 460 bushels short. The Gilchrist's cargo was weighed over, and overran 37 bushels, and it was found that there was a single kernel of corn on the journal of the scale that did all the mischief, merely by its weight. Charges of theft are so often found to be without warrant that it is hardly safe to make them unless a pretty sure case is made out. Mr. Gilchrist was yesterday apprised of the Alverson's shortage, but it is not known what he will do.

The new union line propeller Chemung will make a long excursion trip next Wednesday and Thursday and will try to get away for Chicago on Saturday night, though it is doubtful whether she can get ready. She will take on a load of coal before making the trip. Several officials of the Erie railroad will come up from New York to go out with her.

H. G. Trout, of the King Iron works, Buffalo, N. Y, has just finished an engine for Seymour Bros., Manistee, Mich., for the steamer Petoskey with cylinders fore and aft compound 22 and 40 by 36 stroke, which is on a route from Chicago to Harbor Springs. He has also just shipped them a spare wheel. He is also building one marine engine, fore and aft compound for Milwaukee Shipyard company, of Milwaukee, with cylinders 22 and 40 by 40 stroke. They will also put on one of Trout's celebrated wheels. Trout is building for Monroe, Boyce & Co., Grand Haven, Mich., one fore and aft compound marine engine with cylinders 22 and 40 by 40 stroke, and furnishes one of his wheels; one fore and aft compound marine engine for George H. Notter to go in a boat for Steamer Lawrence River, with cylinders 15 and 28 by 24 stroke; this boat will have on one of Trout's celebrated speed wheels. He has just shipped to F. W. Vanderbilt, New York, for his steam yacht Vidette, one of his speed wheels.

The steamer Chemung made a successful trial trip Wednesday, showing fully sixteen miles an hour. She will leave for Chicago in a few days.

The yacht Ida, of Elk Rapids, reports an increase of speed with a Trout wheel of one mile per hour. His boilers, he reports, steam better; he is having a saving of fuel and can exhaust outside all the time which he could not do before.

The captain of tug Sarah, of Logtown, Miss., reports he makes with the Trout wheel a run of 60 miles 1½ hours less time; he is also having a saving of fuel, one cord in ten hours.

For the first five months of this year his wheel trade increased fifty-eight wheels over the same time for last year, and the orders are coming in from two to three a day.

H.

MUSKEGON.

The propeller Favorite, purchased a few days ago for $12,000 by Pillow & Cleghorn from Menominee parties, arrived here Sunday night and will be used as a freight and passenger boat. Her first trip, however, was an unlucky one. She entered this harbor just as the passenger boat Van Raalte was leaving for Grand Haven, the boat having on board about seventy-five passengers. The Favorite in some manner ran against the Van Raalte's bow, crushing a hole about three feet large in her. The Favorite was not seriously injured. The Van Raalte began filling, and was quickly pulled up alongside of the North Pier, where the crew and passengers were landed without accident. The Van Raalte sank a few minutes later and now lies near the North Pier in about eighteen feet of water. She will be raised at once. She is owned by Majo, Brown & Co., having been purchased by them this spring from Holland parties. It is claimed that the Favorite's steering apparatus refused to work, but there are several versions of the affair.

DETROIT.

Special to the Marine Record.

Last Monday evening the elegant new steam yacht, built at Trenton by John Craig & Sons for M. S. Smith of this city, made her first appearance at this port. She is a dainty craft from keel to truck, and with her raking spars and stack presented a fine appearance as she lay at Beecher dock. Her dimensions are, keel about 88 feet, length over all 102 feet, beam 18 feet, depth 8 feet with a capacity of about 40 tons, custom's measurement. She has two spars which are purely ornamental, as she will carry no canvas; her machinery is amidships, with a short raking stack give her a very salty look; her engines were supplied by the Fulton Iron works, and are fore and aft compound of the most improved kind, 10 and 14 and 20 by 14 inch stroke; her boiler is 6 ft. 6 inches by 9 feet 4 inches length, allowed a pressure of 110 pounds to the square inch; she has a Trout wheel 4 feet in diameter with considerable lead, and it is expected she will make anywhere from thirteen to fifteen miles per hour; she is decked over brass finished, with a heavy brass rail all round; her cabins and forecastle are below decks; cabins finished handsomely in white and gold with accommodation for twelve or fourteen persons; forecastle is nicely finished in natural wood and will accommodate a crew of six. She will be commanded by Capt. A. E. Hudson, and Alexander Bain will be engineer. This is perhaps the finest boat in this port; will cost when finished, which will be in about ten days, $32,000.

Captain Ben. Boutelle, a prominent vessel owner of Bay City, was in town Monday.

No less than nine accidents have been reported on the lakes within the last three days, due probably to the thick weather.

Thomas McGregor has finished for and put into the steamer Pearl a new steel fire box boiler 12 by 16 feet, allowed a working pressure of 70 pounds to the square inch. The Pearl has been thoroughly rebuilt and repaired and is now in most excellent condition. She will take her route between Cleveland and the Islands. She made a trial trip Tuesday and her working proved very satisfactory.

At the yard of John Oades everything is at a standstill, owing to a strike among his men. Captain Oades, when the Charles Hebard was completed, rather than close up his yard and turn off his men, took a contract to build a scow lighter to tow as consort to the Hebard, at a very low figure; he says that so far as he is personally interested he would rather not touch the work, but he considered that the work of building the scow would keep his men working until other orders came in. Saturday night he notified his men that in consequence of the above, and owing to the hot summer weather, which kept men from doing a full day's work outside, he would reduce the wages of all high-priced men twenty-five cents per day, and Monday afternoon they all went out on a strike; by 12 o'clock Wednesday they will all have been paid off, and unless the strikers decide to return to work at proposed rates Captain Oades will be released from his contract and will close up his yard until fall.

The new steamer Charles Hebard left this port for up the lakes, making on her maiden trip 12 miles per hour up the river, which is equal to 14 miles per hour down. One of the builders of her engines took indicator cards between here and St. Clair which showed 425 horse power, cutting off at 12 inches and 650, cutting off one-half stroke, which is considered very good.

The steam yacht Lucille, built for Ed. Henkle of this city, made her trial trip Tuesday to the satisfaction of all concerned. Her engines worked splendidly.

At the Detroit Dry dock company's dry-dock the St. Paul is in dock for repairs to couplings, calking and a general overhauling.

The Riverside Iron works have made a new crank shaft for Captain Ruelle's tug Carrington, repaired the air pumps of the tug Swain, put in new brasses and considerable other repairs on the steamer Gazelle and done considerable work on the tugs Torrent, Sweepstakes, W. A. Moore and made a new universal coupling for the steamer St. Paul now in dock. They are also giving the Justice Field a new wheel.

The new propeller Robert C. Wente, built for the Manistee Lumber company by Linn of Gibralter, and whose engines were a fore and aft compound 19and 36 by 30, furnished by Samuel F. Hodge, started on her first trip last week, and her machinery has proven most satisfactory in every respect; engineer and owners expressing themselves as being more than pleased with them.

The largest tow of the season passed down Tuesday a. m., consisting of the tug Sweepstakes with the schooner Melvin S. Bacon, C. H. Johnson, Hartford, Selkirk, Montana and W. H. Rounds.

The schooner Lake Forest, which was ashore at Skilligalee, was released Sunday by Grummond's wrecking tug Leviathan.

HOP.

AMHERSTBURG.

Last Friday the schooner Ironsides arrived here with a load of coal for J. G. Mullen from Cleveland, and Saturday the captain discharged his men and paid them off. Now the men are going to make it interesting for the captain for paying them off in a foreign port. They are interviewing the United States consul at this port and there is no doubt but what they will receive his protection, as there is a heavy penalty attached to the offense the captain of the Ironsides is charged with.

SOUTH HAVEN.

Special to the Marine Record.

Through the kindness and courtesy of H. W. Williams, owner of the splendid new passenger and freight steamer which bears his name, your correspondent was enabled to enjoy a couple of days and nights away from the smoke and heat of Chicago. We left Chicago at 11:30 p. m. Saturday and made the run over to South Haven, in a little over six hours. After making a substantial breakfast on board the steamer I looked up a good hotel, the "Pacific" kept by host Brown, where I found that home comforts could be had ad libitum. I enjoyed very much the pleasant walk in and around South Haven and at Avery's Park and beach; and where I picked wild straw berries listened to the sweet singing of the birds and watch the wild rabbits in their sportive antics in the woods. Good bass and pickerel fishing can be had in Black river which runs through South Haven ont into Lake Michigan. I visited the life saving station and made the acquaintance of Captain J. H. McKenzie, the keeper and his crew of seven fine, hardly looking young men all ready for duty. Although South Haven life saving station was only established in the spring of 1887, it has been supplied with an old fashioned 8 oars English style life boat, which it would be impossible for the crew of 8 men including the keeper to manage as she is too heavy and unwieldy and in fact would require a tug to tow her to do any service. The surf boat is also too large for the crew to manage, being a twelve oar boat and the man who steers her would stand a much better chance of being knocked over board than of staying on the raised deck aft. Everything at the station is kept in perfect order and it is a pity that such an establishment for life-saving purposes should be supplied with such useless life boat.

Captain Dobbins of Buffalo has constructed the most serviceable and complete life boat in the world, and it is being used by foreign nations, and if Uncle Sam would only give encouragement to one of his sons he would place one of the Dobbins patent life boats at every life saving station in the United States. I also paid a visit to Captain J. L. Donahue who is in his fifteenth year as keeper of the light house, and found that the light house had this season been supplied with a new gasoline light which will keep burning eight days and nights in case of very bad weather. The light is of the fifth order a fixed red.

Captain Donahue lost a leg in the strife between the north and south, but is every inch a man without it. He has a very fine boat house with some elegant boats for pleasure and fishing parties to hire. I tried one of them and can testify as to how easily she glided through the water of Lake Michigan.

I found that George Smith was building a schooner 55 feet long, 16 feet beam, 6 feet hold.

I must not forget to mention that I called on my old friend Captain Winter, who is running a fine store and bakery, and looks hearty and well although his hair has got silvery. His son, Captain Tom, formerly of Chicago, was also there and is looking hearty.

Black river, South Haven, requires some money appropriated for dredging purposes; otherwise the elegant steamer supplied by H. W. Williams will be unable to navigate it. Private enterprise is keeping the river dredged at present, which is hardly fair to Michigan voters when so much money is laying idle in the U. S. treasury.

WILLIAMS

GRAND HAVEN.

Captain James Beauvais, keeper of our life saving station, has resigned his position, to take effect July 1, prox. Captain Beauvais entered the life saving service at Muskegon in 1880. In 1884 he was promoted to the position of keeper of Big Point (Au Sable) station. After serving at that place for one year he was again promoted for good qualifications and placed in charge of this station, where he has built up a reputation that any keeper in the service may well envy. During the eight years that he has served as a life saver he has never flinched from his duty, and the great success with which he has met while saving people from wrecks is to be attributed to his true courage and complete understanding of the business.

KINGSTON.

Two of Easton's barges were ashore near the Cape Saturday, but they worked themselves off without receiving any damage.

Information about the lost schooner Blanche will be thankfully received by the postmaster at Colburne.

The steamer Rothsay went from Gananoque to Toronto, 180 miles, in a little over ten hours; very fast going.

Early Saturday morning as the schooner Watertown was getting her anchors on board Port Dalhousie the trap slipped, causing the anhor to fall against the rail, catching the mate's arm and breaking it. He was driven to St. Catharines and had it dressed by Dr. Greenwood. He is a brother of Captain Beaupre and belongs to Portsmouth.

The Philo Bennett, Captan Bates, had a terrible time coming down from Oswego Saturday laden with coal. While near Pigeon Island the wind changed and the sea began to roll over her. A. McCutcheon was lashed to the wheel, and he did his duty like a man, never flinching nor asking to be relieved. John Malony, while on boom reefing the mainsail, went under the water twice, had a narrow escape from being drowned. The Bennett managed to get beneath Four Mile Point.

On Saturday evening the schooner Elsworth started from Grindstone Island, laden with 700 tons of stone, in tow of the steamer Pierrepont Half a mile from the island the schooner struck Plumb Island shoal and knocked a hole in her bottom and sank. Steam pumps from Kingston arrived shortly after the accident. The most of the stone had been lightered from the schooner, and she is expected to be afloat Thursday. Her bow is in ten feet of water and her stern eight feet under. She is owned by Mr. T. Martin, Oswego.

DULUTH.

A dredge has been at work on the steamship Fred Mercur, aground in Superior harbor, since Thursday afternoon. She is partially loaded with wheat and was on her way to this city to finish her cargo with flour. The Simon Langell which was hard aground for two days, got off Wednesday night and went on her way.

The big steamships J. Emery Owen, and the Germania are in Duluth with their first cargoes. Both are fine ships and are fresh from the hands of the makers.

The steamship Kasoto loads 13,000 barrels of flour here Friday and clears for Washburn where she fills out her load with corn.

Never has the current in the canal been so strong now. Friday it was a hard job for a vessel to get through.

When the tugs, booms and men under the charge of Mr. Alexander Frazer reached the Grassy Point bridge he was met by an excited individual who commanded him not to dare to string booms along the bridge. In any case this would have been useless, as the swells were running too high for any boom to be of any service. At this point Mr. Andy Gowan, Nelson's foreman was met. Andy had a crew of about fifty men on a special train, and they were in a bad fix. They were wet, cold and hungry. Mr. Frazer distributed them among the tugs of which there were four, including the Rambler, Eliza Williams, Amethyst and Nellie Cotton. All of which carry cooks, and what grub there was soon used up. After due consultation it was decided to fall back and await the consequenses of the jam of logs at the upper bridge. The tugs, now reinforced by The Spirit, took the logs down to Rice's Point, where Mr. Frazer fastened one end of a string of boom sticks measuring perhaps a mile and a half to the dock at Grey's mill, securing it firmly and then spread its boom diagonally across the stream, stationing the Amethyst at the further end of it with orders to keep that end as far up the stream and as near the Wisconsin shore as possible. The other tugs were sent around behind the boom to gradually shove it up stream, and thus the night was passed. By daylight the head of the jam began to appear and by 10 a. m. about twenty million feet were safe. The jam above Grassy Point is estimated by Mr. Nelson to be about four miles long, and the dalles are also full of wing jams. These will have to be sacked and driven at once to save the water. To-day the tugs are working hard to push logs over to the booming grounds on the Minnesota side of the river, and along the west side of Rice's Point, and if the wind does not interfere with these plans, it looks as if they would be successful.—*Duluth Herald.*

OGDENSBURG.

The yatch Carleton seized at Gananoque has been released on making a deposit of a $200 bond. The indictment brought against her was for non-registering, failure to have her boilers inspected, and for not having life saving apparatus on board.

The revenue cutter Bibb went into commission Wednesday. The officers are as follows: D. C. Constable, captain; H. B. Rogers, first lieutenant; J. L. Davis, second lieutenant; Wm. C. Wheeler, chief engineer; Chas. Nash, assistant engineer; N. Nelson pilot.

The schooner Jennie White, accomplished a feat Thursday that has not been witnessed here in years. She came down the river grain laden, with all sails bent, rounded the buoy, and made the upper harbor without the customary assistance of a steam tug. Those in a position to know, say a similar feat has not been successfully accomplished in many a day.

Stephen Martin, living on the lake shore near Klingsbridge, found a bottle on the beach last Sunday, inside of which was a piece of bark, signed by Captain McDunn, and saying that the schooner Tiffen of Bay City Mich.,, went down with all hands fifteen miles out from Goderich. There was no date given. Another bottle crank.

EAST SAGINAW.

Martin Hansen, a sailor on the schooner McVea, fell overboard at this port to-day, and drowned. He was thirty years of age and beleaved to be single. He shipped at Chicago May 8.

The three-masted schooner Frank L. Ewen was launched from F. W. Wheeler's ship-yard, West Bay City. The boat is 200 feet keel, 27 feet wide, and 16 feet molded depth. She was built for Morley, Ewen, & Co., East Saginaw, and Hawgood & Avery, Bay City, and will go into the grain and ore trade. Her cost was $55,000.

SANDUSKY.

The barge C. H. Plummer was launched at Sandusky Saturday. The vessel is 118 foot keel, 28 foot beam and 8 foot hold. The Plummer is owned by the Sandusky coal company and will run in the stone and coal trade. She will be commanded by Captain A. T. Helbig. The first trip will be to East Saginaw with fifty cords of stone.

LAKE CARRIERS' ASSOCIATION.

TO CONSIDER AND TAKE ACTION UPON ALL GENERAL QUESTIONS RELATING TO THE NAVIGATION AND CARRYING BUSINESS OF THE GREAT LAKES AND THE WATERS TRIBUTARY THERETO, WITH THE INTENT TO IMPROVE THE CHARACTER OF THE SERVICE RENDERED TO THE PUBLIC, TO PROTECT THE COMMON INTEREST OF LAKE CARRIERS, AND PROMOTE THEIR GENERAL WELFARE.

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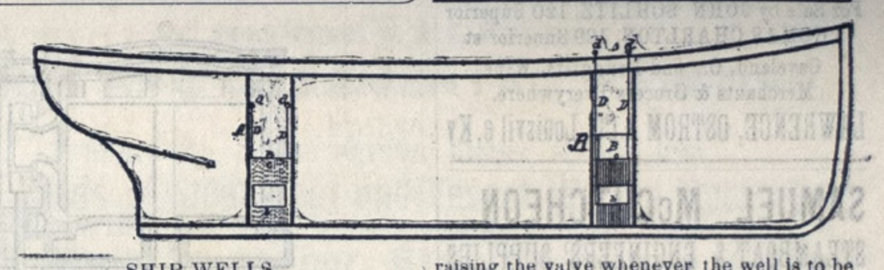
MARINE RECORD—OFFICIAL PAPER.

MAIDEN TRIP OF THE STEAMER NORTHERN LIGHT.

On Monday, at 5:13 p. m., the steamer Northern Light, built by the Globe Iron Works company, departed from the port of her birth for foreign shores. She was timed when she squared away for Buffalo, and made the run down in thirteen hours and a half. The Northern Light is one of the best built and most symmetrical boats that has ever been turned out of a shipyard.

We may say that this new steamboat squared away for Buffalo at 5:13 Monday evening with several interested parties aboard, namely: J. F. Pankhurst, general manager of the Globe Iron Works company, John Smith, superintendant of construction, Captain Murch, Thomas FitzPatrick, ex-local inspector, and the Marine Editor man. The boat bowled along under the most favorable circumstances, turning up 69 to 70 revolutions of the wheel per minute with 135 to 140 pounds of steam, arriving at Buffalo just fourteen hours after her departure from Cleveland, thus beating the time made by the E. P. Wilbur 30 minutes. While we are willing to acknowledge that the Wilbur may prove herself to be the fastert boat on the lake, we hold that the Northern Light will demonstrate that she is equal to all emergencies. In turning 80 revolutions every minute the Northern Light went along at the rate of 13 miles per hour, indicating a speed that few boats can surpass. The Northern Light is commanded by Captain George W. Stoddard; mate, Charles Brown; second mate, William Barnes; First Engineer, Charles Davis; second engineer, Mr Anderson; and steward, K. Letham. The Northern Light will go into the ore trade, between Superior city and Ohio ports, on account of the Minneapolis, St. Paul and Manatoba rail road Co. It is understood that this company will use their entire fleet, during the season of 1888 for the transportation of coal for fuel for their entire line of engines.

Buffalo papers were loud in their praise of the appearance of the Northern Light at that port.



SHIP WELLS.

Joseph Moffett, of Cleveland, Ohio, has received patent for ship wells, which will prove of great utility on all vessels. The specification form part of letters patent No. 381,943, dated May 1, 1888. The application filed February 20, 1888. Serial No. 264,595. (No model.)

To all whom it may concern:

Be it known that I, Joseph Moffett, a citizen of the United States, residing at Cleveland, in the county of Cuyahoga and state of Ohio, have invented certain new and useful improvements in ships, of which the following is a specification.

This invention relates to ships, and has for its object to provide a quick and ready means of getting down into the hold of loaded ships with a suction hose of a pump for pumping out the water which may, by reason of accident, as collisions, spring aleak, or otherwise, get into the hold.

It consists in providing reserve wells in the ship, reaching from the deck down into the bottom of the hull, into which the suction hose of a pump may be inserted and draw the water from the bottom, the water in the hold having access to the wells, thereby greatly facilitating the labor and reducing the expense of removing water from loaded ships without removing or disturbing the cargo. To accomplish such results I construct and attach to ships wells or communicating tubes from the deck down into the hold, substantially as shown in the accompanying drawings, in which—

The figure is a longitudinal section of the hull of a ship, showing the location and arrangement of the said wells therewith.

A in the several figures represents a a casing or tubing reaching from the deck *a* to the bottom of the hold of a ship, forming a well or vertical chamber. In the lower part of said casings are made vetical slots *b*, extending from the bottom upward about two feet above the said slots. A second row of similar slots *c* are also made about two feet above the said slots *b* These slots are two inches wide and one inch apart, the bars forming a grating through which water may pass into the well. Within the casing is provided a valve, B, consisting of a box open at each end and fitted to slide snugly in the lower end of the casing. It is designed to close the slots on the inside of the casing A, and is made long enough to cover both rows of slots *b* and *c*. At the middle part of said valve are made openings in the sides, the purpose of which will hereinafter appear. To the top of said box B are attached rods D D, having eyes or loops *d* on their upper ends. The rods are designed to be used for raising the valve whenever the well is to be used, and hold it up for uncovering the slots, 8, to freely admit water into the well. The lower ends of the slots are beveled downward to prevent the lodgment of grain or other matter which comprises the cargo of the ship.

There may be made a hole in the deck over the well, which may be closed with a suitable cover, or there may be scribed with a ring in the top surface of the deck to indicate the location of the well underneath. Then, when necessary for use, a hole may be cut through the deck for the insertion of the pump suction hose.

From the foregoing it will be seen that the ship having these wells may be loaded with the cargo completely surrounding the well, and then in case of emergency will be provided with a ready means of withdrawing the water from the midst of the cargo without having to remove or disturb it, the operation of which is as follows:

When required to withdraw the water from the hold, an entrance through the deck is made by cutting a hole or removal of a cover, as before stated. Then the valve is raised by the rods and secured in that position by running a rod or bar through the loops or eyes above the deck. This opens all the slots and gives ready ingress of water to the well. Now the suction hose of a pump may be inserted through the deck and passed down to the very bottom of the hull and the water pumped out.

The casing and valve shown in the drawings are designed to be made of heavy wood plank, in which case the well is made with square sides. By making them of metal they may be made cylindrical; but they should be strong enough to withstand hard blows or usage without injury.

Having described my invention, what claim is—

The improvement in ships, consisting in the combination of the casing A, secured between the deck and the bottom of the hold, said casing having the slotted or grated opening *b c* in its sides at and near the bottom, and provided with the valve B, playing inside of the casing, for closing the said slots when down, and having the middle openings, whereby when raised by the rods D free openings are made through the slots or gratings, communicating with the interior of the wells, substantially as described, and for the purpose specified. JOSEPH MOFFETT.

Witnesses.
GEO. W. TIBBITTS,
F. W. CADWELL.

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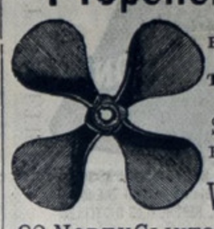

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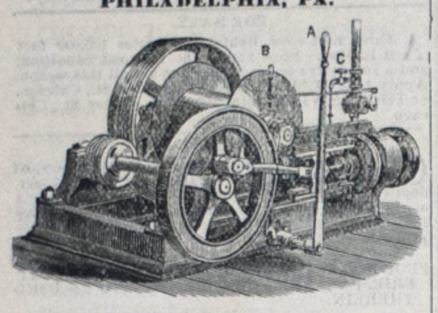

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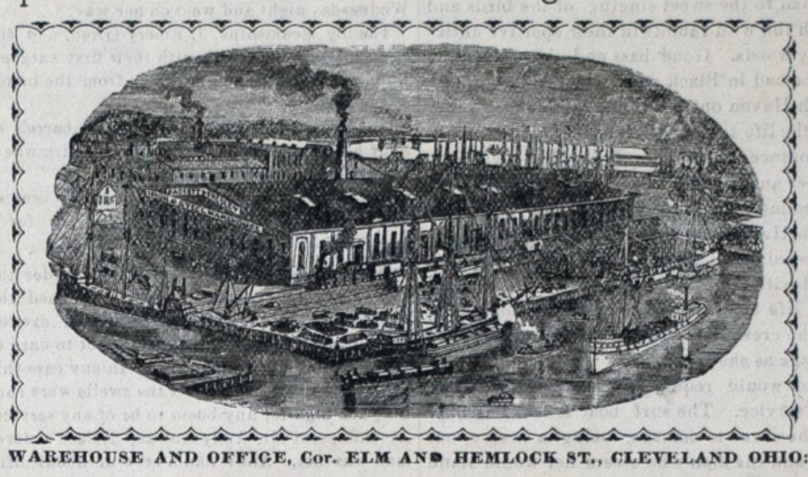

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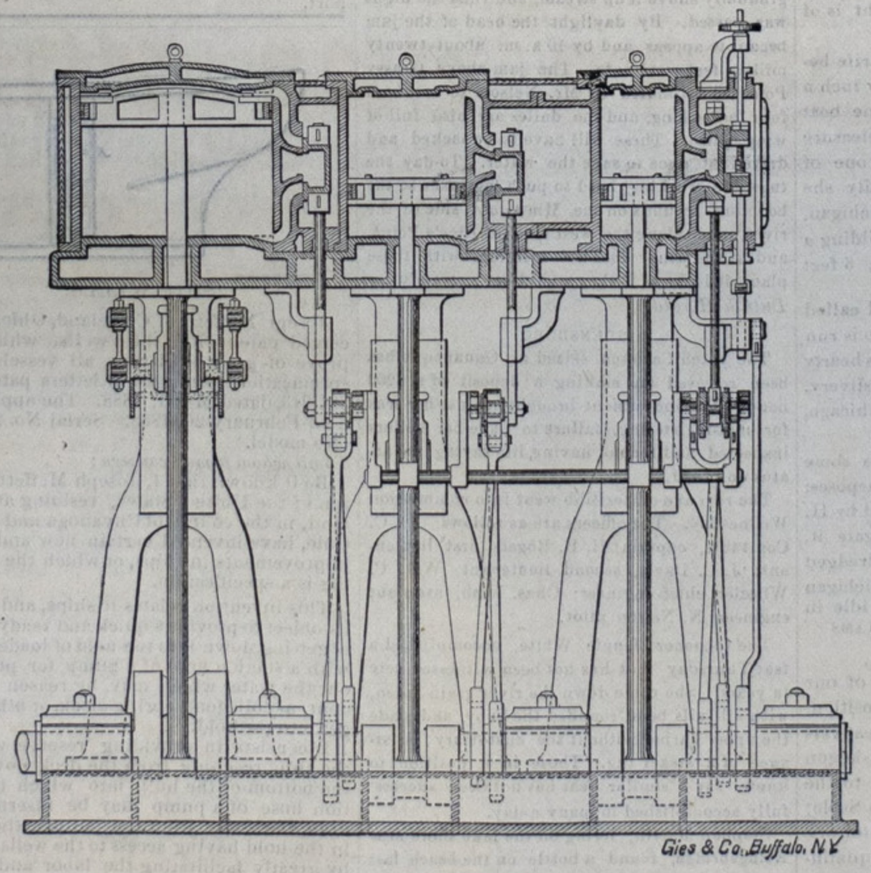

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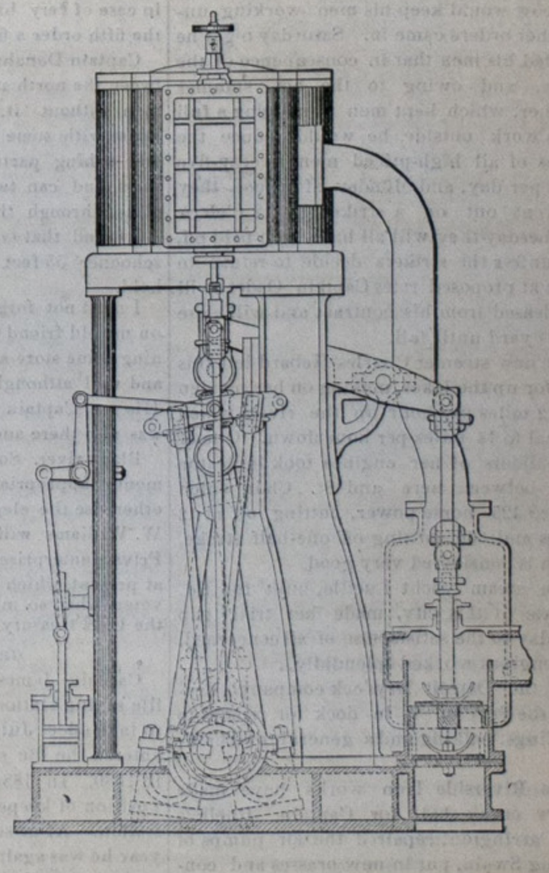

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Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*2 55 A M	*2 55 A M
No. 6 N. Y. & Boston Ex	*1 35 A M	*1 40 A M
No 8, N. Y. B & A Express	*8 05 A M	*8 50 A M
No 26, Elyria Accommodation	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 05 A M	†10 15 A M
No 24, Toledo Accom via Norwark	†10 05 A M	†10 15 A M
No. 10, New York & Boston, "Flyer"	.....	*11 50 A M
No 12, N Y & B Fast Express	*2 35 P M	3* 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 15 A M
No. 23, Cleveland Express	*2 15 A M	
No 3, Chicago Express via " "	†5 30 A M	5 45 A M
No 25, Mich Accom Norwalk	.....	†5 45 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 50 A M	*10 55 A M
No 9, Chi Pac Ex via Norwalk	*6 55 P M	*7 15 P M
No 31, Elyria ac to Elyria only	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 9:20 a. m. and 1:00 p. m.; returning, arrive at 9:20 a. m. and 4:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

A local Cleveland and New York sleeper, also sleeper for Boston, and dining car daily on No. 10, leaving Cleveland at 11 50 A. M.; arrive Grand Central depot, New York, 7.30 a. m.

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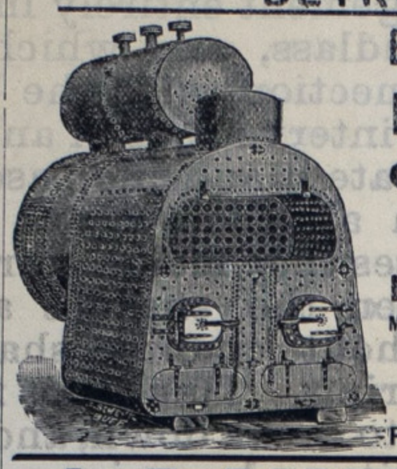

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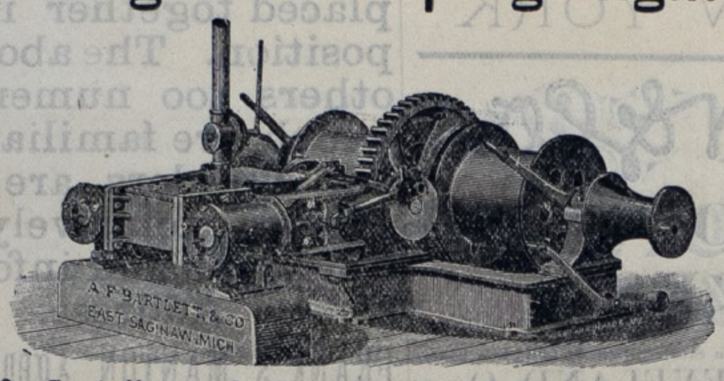

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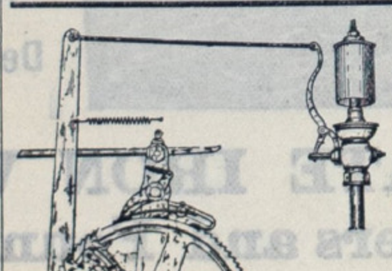

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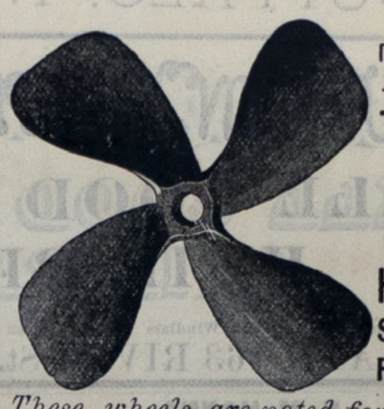

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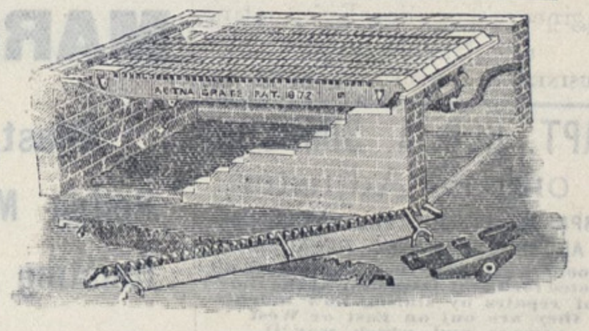

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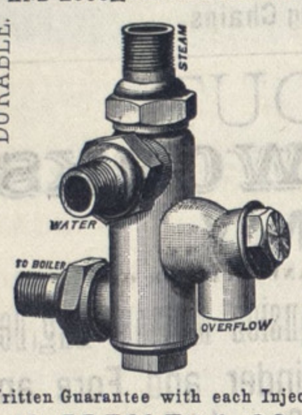

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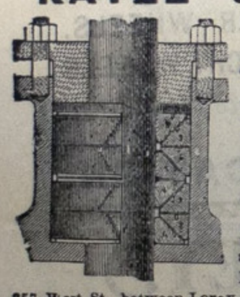

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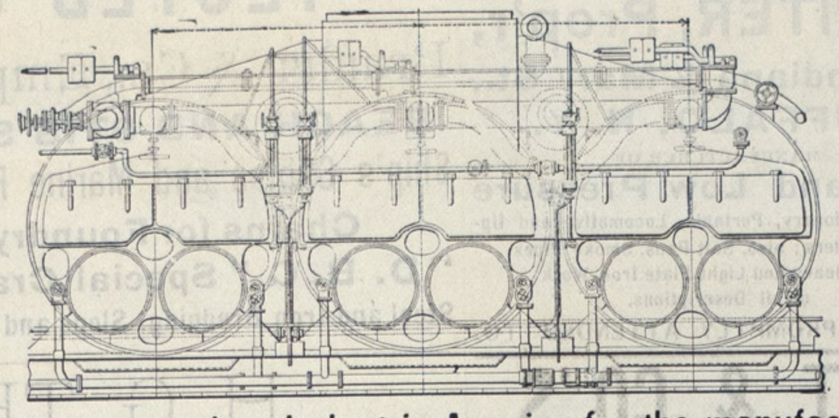

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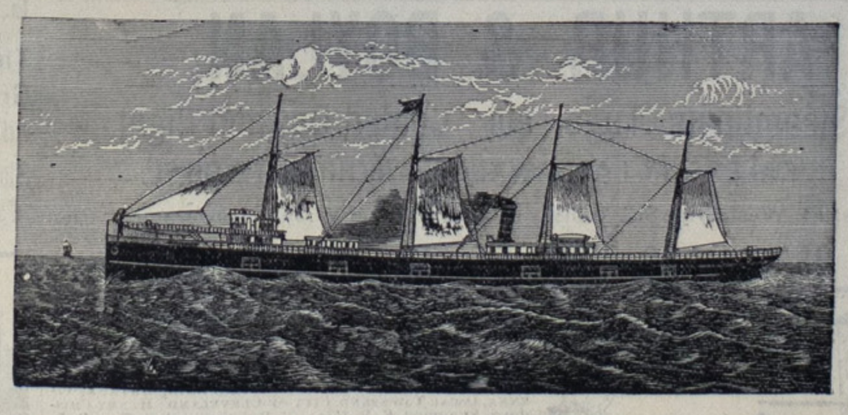

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